

2262 Braeside Avenue Planning Rationale

Minor Zoning By-law Amendment and
Site Plan Control Applications –
Ellwood House Extension



October 25, 2021



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1 Introduction

WSP was retained by Cahdco, on behalf of Ellwood House Inc., to prepare a Planning Rationale (the “Report”) in support of Minor Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 2262 Braeside Avenue (“the site”), in the City of Ottawa. The site forms part of the overall St. Thomas the Apostle Anglican Church campus (“St. Thomas campus”), which is further described in **Section 2.1**.

The proposed development consists of an extension to the existing Ellwood House retirement home, which will comprise a three-and-a-half-storey retirement home containing 38 apartment dwelling units, with a proposed gross floor area of approximately 2,459 m² (26,476 ft²). The proposed development will be located on the site of the former rectory on the east side of Braeside Avenue, between Clontarf Avenue and Randall Avenue. The purpose of the Minor Zoning By-law Amendment is to seek relief from zoning provisions which apply to the 2262 Braeside Avenue lot, and also to establish permission for “one lot for zoning purposes” to be applied to the campus, for the purpose of locating parking for the proposed development on the St. Thomas the Apostle Anglican Church property, and redistributing parking for the other St. Thomas campus uses across the campus. The Site Plan Control application affects the entire campus, primarily due to transportation (i.e. vehicular access changes, parking redistribution, landscaping) and civil engineering (i.e. stormwater management).

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale for the proposed development; and
- **Section 5** summarizes the planning opinion.

A number of technical studies have been prepared in support of the applications and submitted to the City; the supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is legally described as: Part of Block N, Registered Plan 552, as per the Topographic Plan of Survey prepared by Farley, Smith & Denis Surveying Ltd. (September 23, 2021). It is

municipally known as 2262 Braeside Avenue and is located in Ward 18 (Alta Vista), on the west side of Braeside Avenue, as illustrated in **Figure 2-1**.

The 2262 Braeside Avenue site has frontage of approximately 41.71 m along Braeside Avenue (a Local road running north-south). 2262 and 2270 Braeside Avenue have a combined frontage of 87 m along Braeside Avenue. The 2262 Braeside Avenue site has a total lot area of approximately 1,233.19 m² (13,273.94 ft²), or 0.1233 hectares (0.305 acres) (geoOttawa, 2021). The site is generally rectangular in shape.

Figure 2-1: Site Location



As previously noted, the site is part of the greater St. Thomas campus, which is bounded by low-rise residential dwellings along Clontarf Avenue to the north, Ottawa Fire Station 35 on Randall Avenue and low-rise residential dwellings along Braeside Avenue to the south, low-rise residential dwellings along Braeside Avenue to the east, and Alta Vista Drive to the west (see **Figure 2-1**). The St. Thomas campus has a total area of approximately 11,496.56 m² (123,747.94 ft²), or 1.15 hectares (2.84 acres) (geoOttawa, 2021). The St. Thomas campus has approximately 101.52 m of frontage along Alta Vista Drive, and a total frontage of 87.34 m along Braeside Avenue.

The 2262 Braeside Avenue site is located on the northeastern portion of the campus, and is currently occupied by a two-unit dwelling that was the former rectory for the St. Thomas the Apostle Anglican Church (2345 Alta Vista Drive). The existing rectory is proposed to be demolished. Braeside House, a residence for adults with developmental disabilities, is located at the rear of the 2262 Braeside Avenue site, along the northern property line of the St. Thomas campus. The southeastern portion of the campus (2270 Braeside Avenue) is currently occupied by the three-storey Ellwood House retirement home (see **Figure 2-2**). The entire western portion of the St. Thomas campus is occupied by the St. Thomas the Apostle Anglican Church, as well as the St. Thomas the Apostle Nursery School and Community Garden. The former Nursery School play area is located at the rear of the 2262 Braeside Avenue site, but has since been relocated to the western portion of St. Thomas campus, to the north of the Church building.

The campus has existing vehicular accesses from Braeside Avenue, Alta Vista Drive, and Randall Avenue (through the Fire Station property). It is fully serviced by municipal water and sewer.

A site visit was conducted on July 28, 2021. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2: Existing two-storey rectory (2262 Braeside Avenue) (left) and existing three-storey Ellwood House retirement home (2270 Braeside Avenue) (right)



2.2 Community Context

The site is located within the Alta Vista neighbourhood, which is primarily comprised of a mix of low density residential uses. There are some other institutional uses in the vicinity of the site, including St. Thomas Orthodox Syrian Church and St. Timothy's Presbyterian Church. The site

is in close proximity to various community amenities, including Alta Vista Public School, Alta Vista Park, Orlando Park, and Grasshopper Hill Park. The site is also located approximately 1 km from Billings Bridge Shopping Centre.

Land uses adjacent to the site are as follows:

- **North:** One storey, one and a half, and two-storey single-detached dwellings are located immediately north along Clontarf Avenue, Alta Vista Drive, and Braeside Avenue.
- **South:** Ottawa Fire Station 35 (2355 Randall Avenue), Ottawa Fire Services Communications Centre (1423 Randall Avenue), and a one and a half storey single-detached dwelling are located adjacent to the site along Randall Avenue. Immediately south of the existing Ellwood House are four two-storey single-detached dwellings fronting on Braeside Avenue.
- **East:** One, one and a half, and two-storey single-detached dwellings are located opposite the site on the east side of Braeside Avenue.
- **West:** St. Thomas the Apostle Anglican Church and Nursery School (2345 Alta Vista Drive) and Braeside House (2254 Braeside Avenue) are immediately west of the site on the western portion of the St. Thomas campus.

Adjacent land uses on the St. Thomas campus are illustrated in **Figure 2-3** to **Figure 2-8**.

Figure 2-3: Existing Ellwood House looking west from Braeside Avenue



Figure 2-4: Parking area south of St. Thomas the Apostle Anglican Church looking north



Figure 2-5: Parking area at rear of St. Thomas the Apostle Anglican Church looking west



Figure 2-6: Former daycare outdoor play area, south of Braeside House at the rear of the site



Figure 2-7: St. Thomas the Apostle Anglican Church looking east from Alta Vista Drive



Figure 2-8: Community garden in front of St. Thomas the Apostle Anglican Church looking northeast



2.2.1 Surrounding Development Activity

There are no active development applications near the site.

2.3 Transportation Network

As per Schedule E Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation), Braeside Avenue (running north-south) is identified as a Local Road, as illustrated in **Figure 2-9**. Other Local Roads, including Clontarf Avenue and Randall Avenue (running east-west), provide access from Braeside Avenue to Alta Vista Drive (running north-south), one block to the west. Alta Vista Drive is an existing Major Collector Road on Schedule

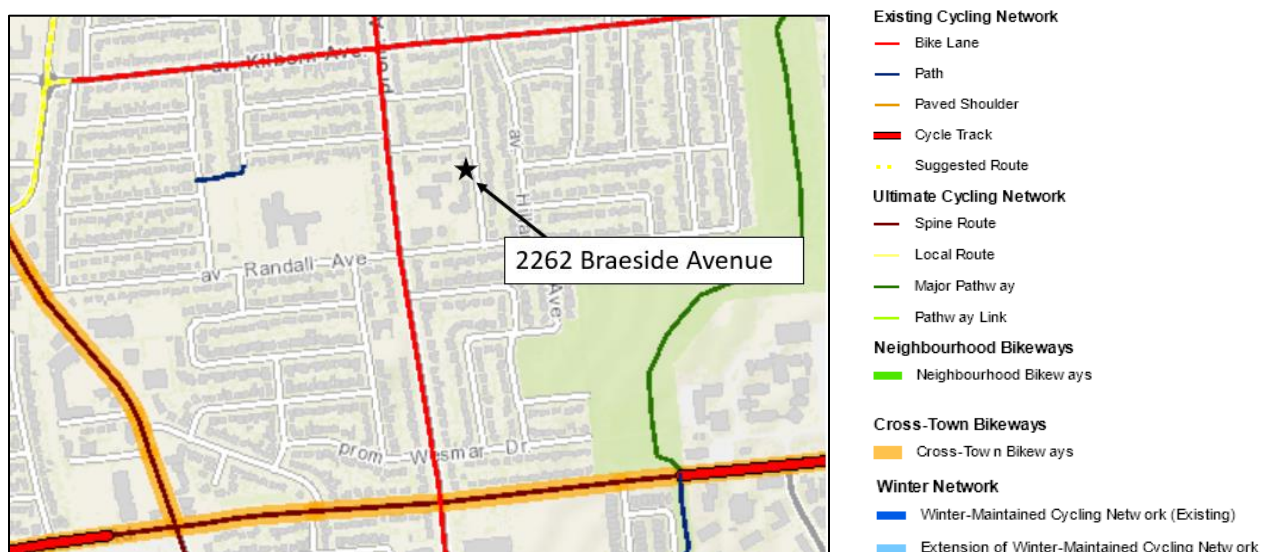
E, which provides vehicular and transit access to the greater Ottawa area, including Arterial Roads such as Smyth Road (running east-west) to the north of the site, and Heron Road (running east-west), which is located further south of the site.

There are no sidewalks on Braeside Avenue and adjacent streets, including Clontarf Avenue. There is a sidewalk on the north side of Randall Avenue. Heron Road is a designated cross-town bikeway, and Alta Vista Drive has a bike lane as noted on GeoOttawa (see **Figure 2-10**).

Figure 2-9: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan



Figure 2-10: Pathway and Cycling Network Surrounding the Site (geoOttawa, 2021)

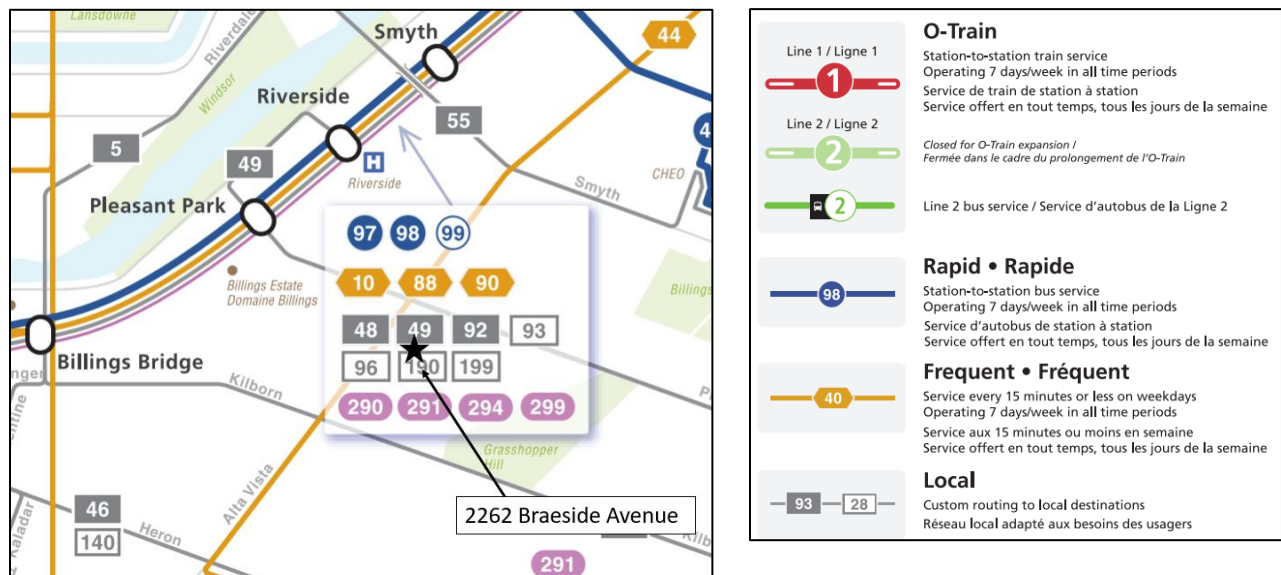


The site is also well serviced by existing public transit, as illustrated in **Figure 2-11**, with four (4) OC Transpo bus stops in close proximity to 2262 Braeside Avenue:

- Northbound Transit Stop 5709 on Alta Vista Drive north of Clontarf Avenue (Bus 44)
- Northbound Transit Stop 7180 on Alta Vista Drive north of Randall Avenue (Bus 44)
- Southbound Transit Stop 8226 on Alta Vista Drive north of Orillia Street (Bus 44)
- Southbound Transit Stop 7179 on Alta Vista Drive south of Randall Avenue (Bus 44)

Route 44 (Billings Bridge/Hurdman) provides service between Hurdman Station and Billings Bridge Station with 15-minute service during peak hours.

Figure 2-11: OC Transpo Network Map (May 2021)



3 The Proposed Development

The proposed development consists of a three-and-a-half storey retirement home, with a proposed gross floor area of approximately 2,459 m² (26,476 ft²), to be located on the east side of Braeside Avenue, between Clontarf Avenue and Randall Avenue. The proposed development's building footprint area is approximately 630.5 m² (6,787 ft²).

The low-rise retirement home is proposed to have 38 dwelling units, comprised of 1-bedroom units of various sizes, to accommodate the housing needs of the local seniors population. The proposed development represents an extension of the existing adjacent Ellwood House retirement home, which currently provides 30 dwelling units, which range from one (1) to two (2)-bedroom units and are considered to be affordable housing for low- to moderate-income levels.

The proposed development is designed to provide affordable housing and promote a strong sense of community for a wide range of senior tenants of varying socio-economic backgrounds, and accessibility requirements. Six (6) of the 38 dwelling units proposed will be barrier-free, and all units will be accessible. The proposed unit mix is presented in **Table 3-1**. Eight (8) units are proposed on the garden level floor, and 10 units are proposed on each of the second to fourth floors.

Table 3-1: Proposed Residential Unit Mix

| Proposed Unit Type | Proposed Number of Units |
|----------------------------|--------------------------|
| One-bedroom | 32 |
| One-bedroom (barrier-free) | 6 |
| Total | 38 |

The proposed extension would also include one (1) full-sized elevator for accessibility purposes.

There is an existing entrance to the existing Ellwood House at the rear of the building, facing Parking Lot 2. The following exits to the extension of Ellwood House are proposed:

- An at-grade front building exit facing Braeside Avenue at the south end of the building, connecting to an internal building stairwell;
- An at-grade side building exit at the north end of the building, and providing access to the first floor of the building, connecting to an internal building stairwell; and
- An at-grade building exit at the south end of the building facing Parking Lot 2, providing access from the proposed parking areas to the first floor of the building and a walkway connecting from the rear entrance of the existing Ellwood House.

Ellwood House strives to promote a strong sense of community and neighbourly connections, by providing communal amenity spaces that encourage positive interactions between tenants. To this end, the existing outdoor patio, which provides communal amenity space for the existing Ellwood House, will be expanded to accommodate the proposed development. To facilitate this expansion, the existing southern vehicular access to the site from Braeside Avenue will be removed and converted to a pedestrian-only access.

In addition, an expansion to the existing St. Thomas Community Garden is proposed in front of St. Thomas the Apostle Anglican Church along Alta Vista Drive.

The building frontage will be further defined through new street trees, landscaping, and pavers at the main entrance, to contribute to an active frontage along Braeside Avenue.

A total of ten (10) parking spaces are proposed to meet the minimum parking space requirements for the proposed development, which comprise part of a total of 134 parking spaces proposed for all the uses located on the St. Thomas campus, as described in **Table 3-2**.

Of the 134 proposed parking spaces, six (6) will be barrier-free, meeting the Type B and access aisle requirements established in the City of Ottawa Accessibility Design Standards. No visitor parking is required for the uses on the St. Thomas campus, including the proposed development. However, the Church parking spaces will be available for use for visitor parking. The proposed parking spaces for each use on the St. Thomas campus are shown in **Table 3-2**.

Table 3-2: Proposed Number of Parking Spaces - St. Thomas Campus

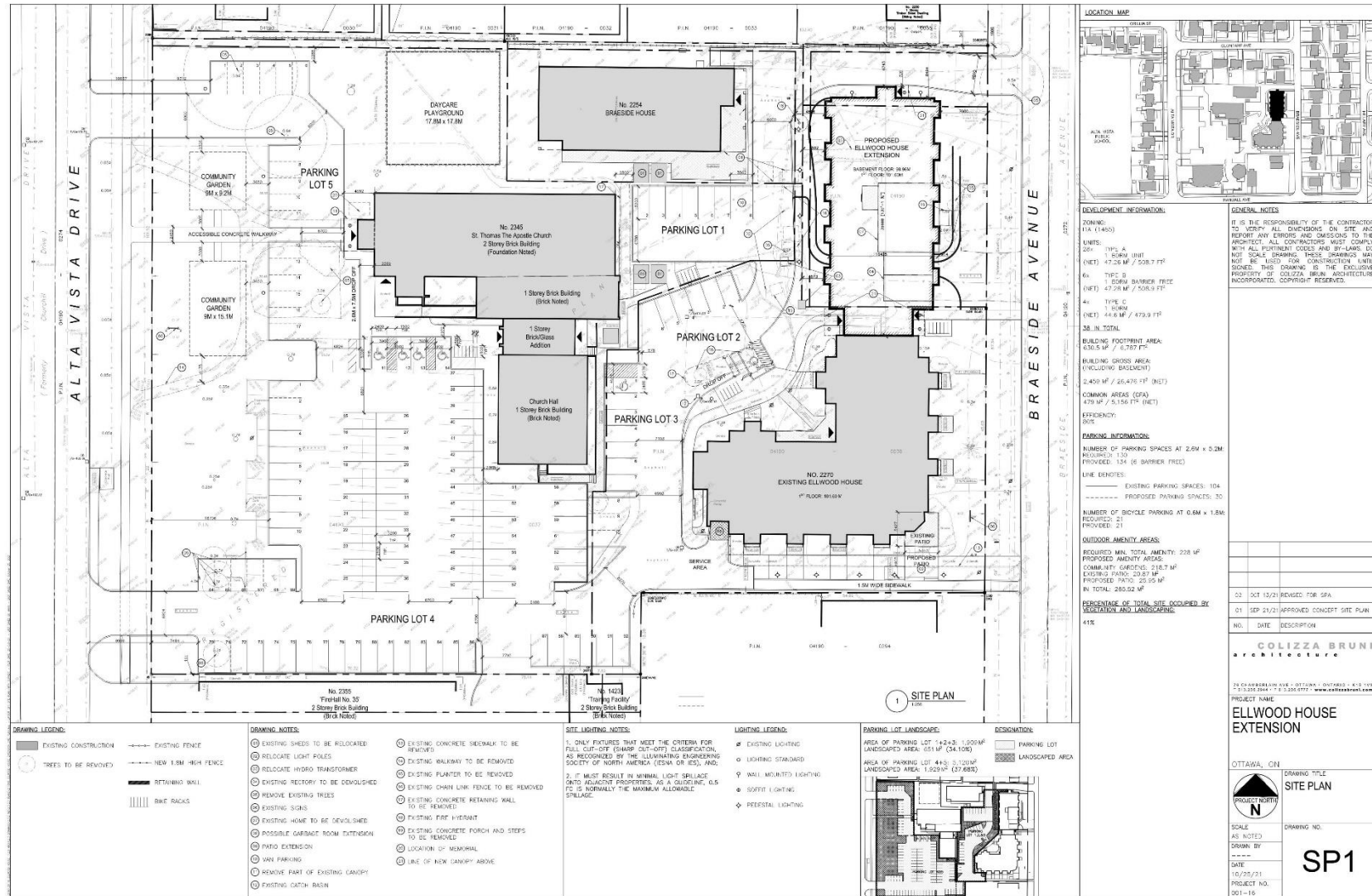
| Use | Proposed Number of Parking Spaces | Proposed Location |
|--|-----------------------------------|---|
| Existing Ellwood House (2270 Braeside Avenue) and Ellwood House Extension (2262 Braeside Avenue) | 18 | One (1) space in Parking Lot 1 + Parking Lot 2 + Parking Lot 3 |
| St. Thomas the Apostle Church and Nursery School (2345 Alta Vista Drive) | 109 | Parking Lot 4 + Parking Lot 5 |
| Braeside House (2345 Alta Vista Drive) | 7 | Parking Lot 1 + One (1) space at northeast corner of Braeside House |
| Total | 134 | |

The St. Thomas campus currently has three (3) vehicular accesses, including one (1) access to the site on the north side of 2262 Braeside Avenue, one (1) access on the south side of 2270 Braeside Avenue, and one (1) access at 2345 Alta Vista Drive, to the south of the Church. An additional vehicular access into the St. Thomas campus is provided on the Fire station property at 2355 Randall Avenue. To accommodate the proposed development, the existing access at 2262 Braeside Avenue will be slightly realigned to curve south to meet the public street in order to retain an existing hedge along the northern interior lot line. As previously mentioned, the existing vehicular access to Braeside Avenue on the south side of the existing Ellwood House will be removed and converted to a pedestrian-only access. The existing access to Alta Vista Drive to the south of the Church will be maintained, and a new access from Alta Vista is proposed at the northwestern corner of the St. Thomas Campus, to provide additional access to the reconfigured parking lot areas.

Municipal services currently exist on the site. The anticipated date of construction is Winter 2022.

A detailed Site Plan is shown in **Figure 3-1**, and is also included in **Appendix A**. Proposed building elevations are included in **Appendix A**.

Figure 3-1: Ellwood House Extension – Site Plan (Colizza Bruni Architecture, dated October 25, 2021)



4 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site, including: the Provincial Policy Statement (2020), the City of Ottawa Official Plan (2003, Website Consolidation, and the City of Ottawa Zoning By-law 2008-250 (July 7, 2021 Consolidation).

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario under Section 3 of the Planning Act in May 2020, replacing the previous 2014 PPS. The PPS provides policies on matters of provincial interest including quality of the natural and built environment and public health and safety. All land use planning decisions shall be consistent with the policies of the PPS.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Part IV: Vision for Ontario's Land Use Planning System identifies that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, while promoting efficient development patterns that promote a mix of housing, including affordable housing. Growth should also be focused within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.1 (b) states that healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing and affordable housing.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4 Housing includes policies on the provision of an appropriate range and mix of housing options and densities. Specifically, Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- g) “permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- a) directing the development of new housing towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; [...] and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

“Special needs” is defined as “any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and **housing for older persons**.”

The proposed development is consistent with the 2020 PPS, as it represents residential intensification and redevelopment within a settlement area, utilizing land and existing infrastructure efficiently. It provides for multi-unit affordable housing which contributes to a range and mix of housing options to meet the social, health, economic and well-being requirements of future residents.

4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

The site is located within the urban boundary and is designated General Urban Area on Schedule B, Urban Policy Plan, as illustrated in **Figure 4-1**.

As per Section 8.4 of the OP, the entire City is designated as a Site Plan Control Area and Site Plan Control may be applied to all commercial, institutional, industrial and multiple residential developments in the City. The site is therefore subject to Site Plan Control.

4.2.1 Building a Sustainable City

The OP seeks to achieve Council's vision of a sustainable, resilient and liveable city. As outlined in Section 1.4, this vision is also articulated in the City's Strategic Plan, which identifies goals including the provision of housing options that are green, healthy, and meet the needs of the whole community.

The proposed development helps achieve the vision of the OP through intensification in the General Urban Area, and by providing housing options that meet the needs of the whole community through the supply of affordable retirement dwelling units.

4.2.2 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 years.

Section 2.1 – Patterns of Growth indicates that Ottawa's growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. Opportunities will be provided to increase the supply of affordable housing throughout the City.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

Section 2.2 – Managing Growth indicates that the majority of the City's growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city's liveable communities through intensification and infill.

Section 2.2.2 – Managing Intensification Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The City supports compatible intensification in the General Urban Area, and states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings.

Section 2.5.1 – Designing Ottawa encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties. The design objectives of the proposed development are addressed in detail in **Section 4.3** of this Report.

Section 2.5.2 – Affordable Housing recognizes the shortage of affordable rental housing as one of Ottawa’s most compelling problems, as well as the need to accommodate social diversity and diversity in the housing supply. This can be achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs. The City will give priority to the processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes.

The proposed development supports the strategic directions of the OP by accommodating growth and new residential uses within the urban area, through redevelopment that is compatible with the surrounding established neighbourhood. The proposed development contributes to low-rise intensification within the City’s urban boundary and General Urban Area, that contributes to affordable retirement housing in the City’s housing stock. It provides a high quality of urban design that is compatible with the existing and evolving character of the immediate neighbourhood.

4.2.3 Land Use Designation

The site is located within the City’s urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**. Policy 3.6.1.1 states that the designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, industrial, cultural, leisure, entertainment and institutional uses.”

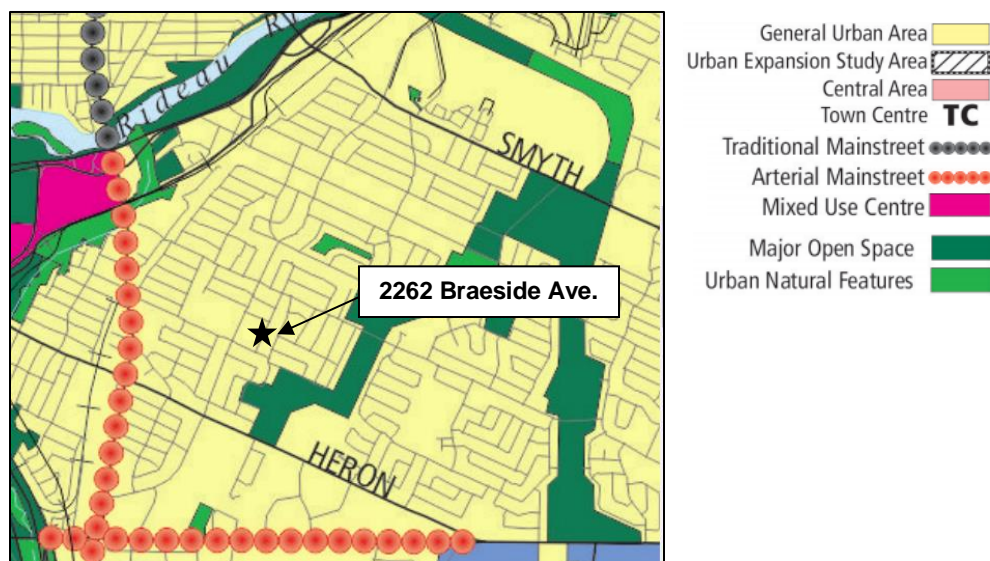
Furthermore, Policy 3.6.1.3 states that, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;

- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area [...].

The proposed development conforms to the General Urban Area policies of the OP. A “retirement home” is a permitted use in the General Urban Area as it constitutes housing that meets the needs of an older demographic. It represents residential intensification in the urban area that contributes to the balance of housing types by providing compact, low-rise residential development and a retirement home use that is compatible with the existing community, which is primarily characterized by low density residential uses.

Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan



4.2.4 Walking, Cycling, Transit, Roads and Parking Lots

Policy 4.3.3 of the City’s Official Plan provides that, to promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will:

- a. Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;
- b. Locate any proposed high-density employment and residential development close to transit stations;

- c. Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;
- d. Minimize walking distances from buildings to stations/major transit stops; and
- e. Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.

The proposed development is not located within 600 metres of a transit station or major transit stop along the rapid transit network per Schedule D of the OP. However, 21 bicycle parking spaces will be provided across the St. Thomas campus.

In keeping with Policy 4.3.9, which requires that parking areas for motorized vehicles are screened from the street, the proposed development includes landscaping such as low shrubbery and trees to screen the proposed parking areas from the street.

The proposed development is comprised of a low-rise retirement home which is of an appropriate density for the neighbourhood, and conveniently located in close proximity to multiple bus stop which provide transit linkages to LRT and rapid transit services.

Motor vehicle parking spaces are provided to serve the needs of future tenants, as well as the congregation of St. Thomas the Apostle Anglican Church and other uses on the St. Thomas campus. Six (6) barrier-free parking spaces are provided and are located in close proximity to all building entrances. Bicycle parking is provided to encourage active transportation. Proposed pedestrian walkways will provide access to the site from Braeside Avenue and Alta Vista Drive.

4.2.5 Annex 1 – Road Classification and Rights-of-Way

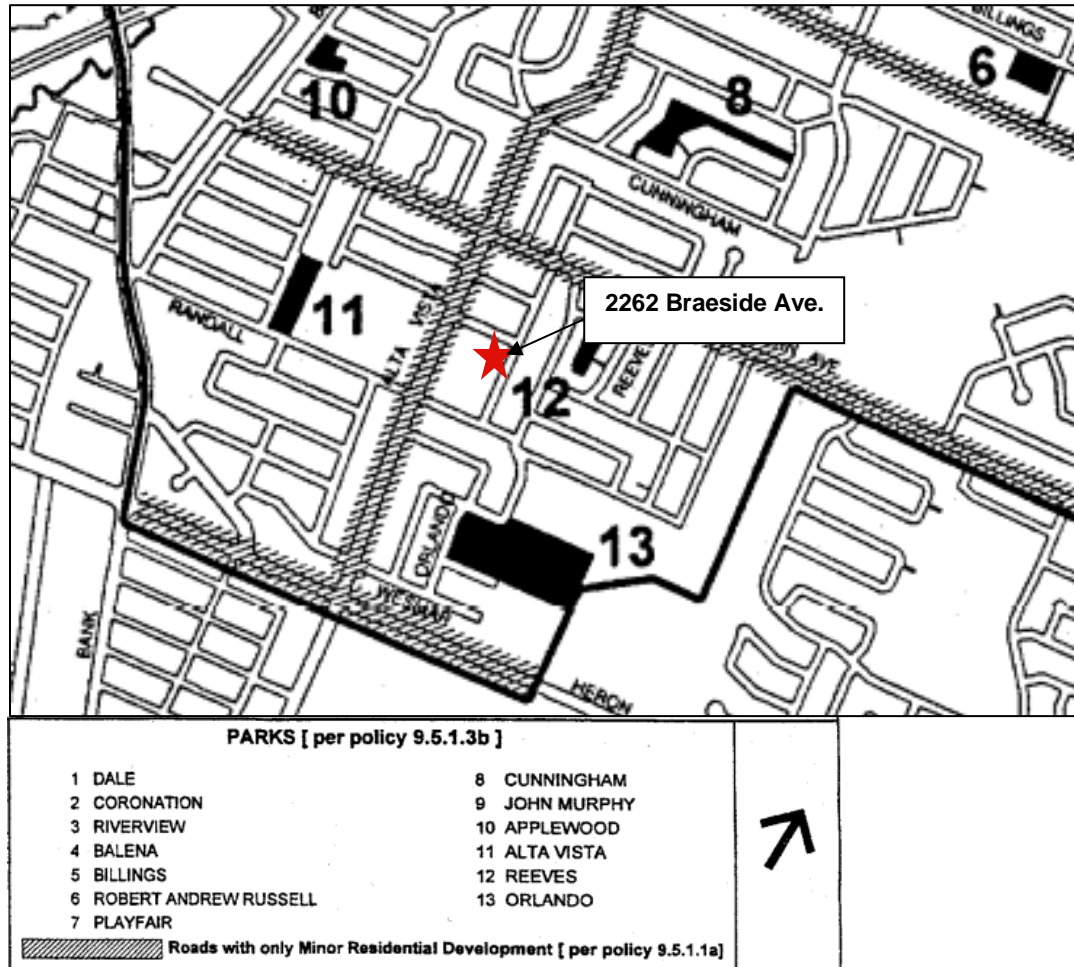
As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads. Table 1 does not include a specific ROW protection requirement for Braeside, which is a local road on OP Schedule E Urban Road Network. Alta Vista Drive, from Highway 417 to Walkley Road/Conroy Road, is identified as part of the 'Alta Vista Transportation Corridor' and is an Urban Arterial Road. The Alta Vista Transportation Corridor Environmental Study Report is to be referenced for determining ROW protection requirements along the Alta Vista Transportation Corridor. The City did not identify a specific ROW protection requirement as part of the pre-application consultation meeting held on June 29, 2021.

4.2.6 Alta Vista / Faircrest / Riverview Park Secondary Plan (2001)

The site is located within an area subject to the Alta Vista / Faircrest / Riverview Park Secondary Plan (Key Principles) (2001) (“Secondary Plan”), as illustrated in **Figure 4-2**. The purpose of the Secondary Plan is to guide future growth and change in this area according to Key Principles which deal with land use, site development, and public participation, and is informed by the Alta Vista Visioning Report (1994).

Figure 4-2: Schedule 1 – Alta Vista / Faircrest / Riverview Park Secondary Plan (Excerpt)



The Secondary Plan objective established in Section 9.4 which is most relevant to the proposed development is: “To ensure that residential development complements the scale, density and openness of the existing residential housing stock, which is predominantly detached dwellings.”

Section 9.5.1.1 Residential Areas of the Secondary Plan provides that only minor residential development shall be considered along Alta Vista Drive.

Section 9.6 Site Development of the Secondary Plan requires that new development be visually and functionally compatible with existing development, and that in new development, existing mature vegetation (trees, shrubs) be retained or replaced with vegetation of comparable size where possible.

The proposed development does not propose any additional residential development along Alta Vista Drive. It will complement the scale and density of the existing residential housing stock, comprising an extension to the existing use and built form of the Ellwood House retirement home which fits well with the existing character of surrounding residential development along Braeside Avenue. The proposed development is anticipated to result in the loss of a mature tree at the north end of the site, which would conflict with the realigned driveway access from Braeside Avenue. However, several new trees and landscaping are proposed along Braeside Avenue and across the campus. An existing shrub along the northern property line adjacent to the proposed driveway access on Braeside Avenue is proposed to be retained.

4.3 Urban Design and Compatibility

The City of Ottawa has a framework in place to guide urban design and land use compatibility in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.3.1 Urban Design Objectives

Urban Design and Compatibility speaks to ensuring that the design of a new development contributes and enhances an area's sense of community and identity. Section 2.5.1 of the Official Plan includes Design Objectives and Principles that are to be applied within all land use designations. It is noted that the Design Principles describe how the City hopes to achieve the Design Objectives, but may not be achievable in all cases.

Policy 3.6.1.2 of the OP states that development proposals within the General Urban Area will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies, “Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan.”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed development will enhance the sense of community by adding an extension to the existing Ellwood House that will provide a vibrant multi-unit retirement home use that includes a mix of unit sizes and affordability to accommodate the needs of a diverse senior population. The design of the retirement home encourages a sense of community within the development itself, and will allow seniors to “age in place” in the City of Ottawa.

2. To define quality public and private spaces through development.

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through redevelopment of the site.
- With respect to public space, the proposed development will enhance the existing public realm along Alta Vista Drive and Braeside Avenue through improved streetscaping features, including enhanced landscaping and street trees, and pedestrian connections, to form attractive and continuous street frontages. An expansion to the existing St. Thomas Community Garden is proposed in front of St. Thomas the Apostle Anglican Church.
- With respect to private space, the proposed development will include an expansion of the existing outdoor patio on the south side of the existing Ellwood House, which will serve as the communal amenity area for Ellwood House residents. Further, the existing community garden on the St. Thomas campus will be relocated and expanded in area, including for use by Ellwood House residents.
- The redistribution of parking on the broader St. Thomas campus will result in soft and hard landscaping improvements along Alta Vista Drive, including reconfigured walkway accesses to St. Thomas the Apostle Anglican Church, as well as the relocation of the existing community garden to flank the new walkway.
- The location of the existing Nursery School playground to the north of the Church and to the west of Braeside House will be maintained.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will have vehicular access from Braeside Avenue, an existing Local Road. Existing vehicular accesses from Alta Vista Drive and Randall Avenue will also be retained, and a new vehicular access is proposed to be added at the north end of the site from Alta Vista Drive. Pedestrian walkways from Alta Vista Drive and Braeside Avenue are also proposed. The site is also within close proximity to transit bus stops along Alta Vista Drive and bicycle parking spaces will be provided throughout the St. Thomas Campus to encourage active transportation.

4. To ensure that new development respects the character of existing areas.

- The site is located within the Alta Vista neighbourhood, the character of which is primarily comprised of low density residential uses. The proposed development will contribute to the existing residential uses in the area, and will remain largely consistent with the character of existing development site. It will provide a similar building footprint and building height that is aligned with the existing Ellwood House at 2270 Braeside Avenue, which was originally designed in 1988 to recognize and respect the residential character of Braeside Avenue.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposed development is designed to provide affordable housing and promote a strong sense of community for a wide range of senior tenants of varying socio-economic backgrounds, and accessibility requirements. Six (6) of the 38 dwelling units proposed will be barrier-free, and all units will be accessible. The proposed development represents an inclusive and accessible residential use that contributes to the diversity of housing options in the area.

6. To understand and respect natural processes and features in development design.

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include ample landscaping across the St. Thomas campus, including the maintenance and addition of street trees along Braeside Avenue.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

- The proposed development will be constructed to meet or exceed the energy efficiency requirements of the CMHC National Housing Strategy Co-Investment funding program of a minimum of 25% decrease in energy consumption and Greenhouse Gas (GHG) emissions outlined in the requirements of the 2015 National Energy Code for Buildings (NECB) or the 2015 National Building Code (NBC) ("base case"), or a 15% decrease relative to the 2017 National Energy Code for Buildings. Additional energy efficiency targets, including passive house and targeting net zero energy will be explored by the design team during the design / development phase.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP. **Table 4-1** provides an evaluation of the proposed development against the compatibility criteria set out in Section 4.11.

Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

| Policies | Measure of Compatibility |
|---|--|
| Views | The proposed development is of a similar scale to the existing Ellwood House building adjacent to and immediately south of the proposed development. It is not anticipated to impact or obstruct views from neighbouring properties. |
| Building Design | <p>The proposed development design fits within the existing desirable character and planned function of the surrounding area by providing a low-rise residential use that conforms to the City's goals, objectives, and policies for the area in the Official Plan and Alta Vista / Faircrest / Riverview Park Secondary Plan.</p> <p>The roofscape and façade treatment of the proposed Ellwood House extension is similar in its architectural language to the existing Ellwood House, including the use of brick and siding materials and a sloping roof.</p> <p>The proposed development contributes to a high-quality pedestrian environment on Braeside Avenue and Alta Vista Drive by providing enhanced streetscaping through the use of landscaping and street trees, and by relocating and expanding the existing community garden in front of St. Thomas the Apostle Anglican Church fronting Alta Vista Drive.</p> |
| Massing and Scale | The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted in the I1A[1485] Zone in the Zoning By-law is 15 m. The proposed development would have a building height of approximately 11 metres, measured from the lowest grade to the midpoint of the slope. The height of the extension is the same as the existing Ellwood House, however due to the sloping nature of the site, the proposed extension has a basement level which is partially above grade at the north end of the site. A 12 m elevator shaft is included in the proposed development; it is a permitted projection above the proposed building height and is also below the maximum 15 m building height permitted. Accordingly, the proposed development is of an appropriate massing and scale. |
| High-Rise Buildings | N/A |
| Outdoor Amenity Areas | The proposed development will include an expansion of the existing communal outdoor amenity area on the south side of the existing Ellwood House. Further, the community garden on the west side of St. Thomas campus will be relocated and expanded for use by all users and residents of the St. Thomas campus. The areas around the proposed Ellwood House extension will be landscaped and it is intended that the space at the rear of St. Thomas the Apostle Anglican Church and Nursery, Braeside House, and Ellwood House function as a courtyard. This area, as well as the areas around the Ellwood House extension will be landscaped and lit at night. |
| Public Art | N/A |
| Design Priority Areas | The site is not within a Design Priority Area. |
| First Nations Peoples Design Interests | N/A |

The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.3.2 Urban Design Guidelines for Low-Rise Infill Housing (2012)

The Urban Design Guidelines for Low-rise Infill Housing (2021) are intended to guide development of vacant lots or portions of vacant lots in established urban areas, including within the General Urban Area designation in the OP. The aim of the guidelines is to help create infill development that will:

- Enhance streetscapes;
- Support and extend established landscaping;
- Be a more compact urban form to consume less land and natural resources;
- Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- Provide new housing designs that offer variety, quality, and a sense of identity;
- Emphasize front doors and windows rather than garages;
- Include more soft landscaping and less asphalt in front yards;
- Create at-grade living spaces that promote interaction with the street; and
- Incorporate environmental innovation and sustainability.

The proposed development meets the following guidelines presented in **Table 4-2**, as outlined in the City's Urban Design Guidelines for Low-rise Infill Housing.

Table 4-2: Applicable Urban Design Guidelines for Low-rise Infill Housing

| Guideline | Measure of Compatibility |
|---|---|
| STREETSCAPES | |
| 2.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level. | The ground floor and street façade of the proposed development are emphasized through the use of windows, "bay projections" which animate and reduce the mass of the building, and the continuation of brick and siding architectural materials used in the existing Ellwood House. The principal entrance of the existing Ellwood House at the rear of the building will also form the principal entrance to the extension, and new building exits will be provided at-grade. |
| 2.2 Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. | The existing streetscape character along Braeside Avenue will be maintained and enhanced, due to enhanced landscaping and the elimination of the existing driveway to the south of the existing Ellwood House. The proposed development will enhance the streetscape by extending the existing Ellwood House façade, using similar architectural materials, enhanced landscaping, and parking lots that located between the campus buildings and screened from view from Braeside Avenue. |

| Guideline | Measure of Compatibility |
|--|--|
| 2.3 Design accessible walkways, from private entrances to public sidewalks. | The proposed development will include accessible walkways leading to the building entrance and exits of the proposed extension, and an accessible grade to the street. |
| LANDSCAPE | |
| 3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character. | The front yards and public right-of-way of adjacent residential uses are predominantly characterized by landscaped front yards. The proposed development will include enhanced landscaping and two pedestrian walkways to the extension's side exits to enhance the façade. The front yard exceeds the zoning requirement and maintains the existing front yard depth of the existing Ellwood House along Braeside Avenue. |
| 3.2 Where the soft surface boulevard in the right-of-way is limited, increase front yard setbacks to allow more room for tree planting. | The existing right-of-way along Braeside Avenue does not include a soft surface boulevard. The proposed development has been set back from the street to align with the setback of the existing Ellwood House, to allow for additional landscaping. |
| 3.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable. | 24 existing trees on site are proposed to be retained. One (1) mature tree is proposed to be removed to facilitate the realignment of the Braeside driveway access at the northeast corner of the site, and is proposed to be compensated with two new street trees just south of the realigned driveway to the north of the proposed Ellwood House extension. Existing trees on adjacent properties will not be impacted. |
| 3.4 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. | The proposed development includes enhanced landscaping, including shrubbery and ground cover, between the building and the public street. |
| BUILDING DESIGN (BUILT FORM) | |
| 4.1.1 Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street. | The proposed development includes two walkways at the building side exits, as well as windows along the building façade. The façade treatment of the proposed extension is similar in architectural style to the existing Ellwood House. The exterior of the extension will use brick and siding materials, and "bay projections" will repeat along the building face. |
| 4.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. | The proposed development will be of the same building height and orientation as the existing building at 2270 Braeside Avenue. The proposed at-grade building side exits are compatible with adjacent residential uses. The proposed development provides a similar front yard setback as compared to the existing Ellwood House, to |

| Guideline | Measure of Compatibility |
|--|---|
| | achieve more desirable landscaping in the front yard. |
| 4.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. | The proposed development will include an expansion of the existing communal outdoor amenity area on the south side of the existing Ellwood House, which does not require any sound attenuation walls. |
| 4.1.5 In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots. | The proposed development's front yard setback along Braeside Avenue is matched to the existing front yard setback of the existing Ellwood House at 2270 Braeside Avenue. |
| 4.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy. | The proposed development will maintain the building height and orientation of the existing Ellwood House at 2270 Braeside Avenue. There are no residential uses to the immediate rear of the proposed extension. There is an existing fence that borders the adjacent residential properties to the north. As such, the proposed development is not anticipated to result in impacts to adjacent residential properties related to light, views, and privacy. |
| 4.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks. | The proposed development does include a reduced rear yard setback of approximately 3.6 m; however, this is generally consistent with the existing Ellwood House which does not provide a rear yard amenity space. Rather, proposed outdoor amenity space for both the existing Ellwood House and proposed extension is provided through the outdoor patio on the south side of the existing Ellwood House, and through the expanded community gardens on the St. Thomas campus. |
| 4.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes. | The proposed development will maintain the building height and orientation of the existing Ellwood House at 2270 Braeside Avenue; as such, the scale and mass of the proposed development is not anticipated to impact adjacent residential buildings. |
| 4.3.3 Provide primary building entrances that are inviting and visible from the street by: Using quality and eye-catching materials and features at the entry; Adding architectural elements such as porches which promote street-oriented interaction; Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for | The proposed development will include two at-grade side building exits, one of which is street-facing. The route to the building side exits will be clearly delineated through pedestrian walkways, and framed by planting beds and landscaping. |

| Guideline | Measure of Compatibility |
|--|---|
| accessibility, as well as to ease year-round maintenance; Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. | |
| 4.3.5 Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape. | The proposed side building exits are at-grade and are considered to be compatible with the building entrances of the adjacent existing Ellwood House at 2270 Braeside Avenue. |
| 4.3.6 Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street. | The proposed development will include windows and bay projections located along the front wall of the building to animate the building façade. |
| PARKING AND GARAGES | |
| 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas. | The proposed development includes a parking lot to the rear of the building, and internal to the St. Thomas campus, which is screened from view of the street through the existing and proposed building façade and landscaping. The driveway access width has been reduced to the extent possible and aligned to maintain existing shrubs along the northern interior lot line, while meeting zoning requirements. |
| 5.2 Where driveways and walkways abut, use contrasting materials to distinguish and highlight the walkway to front door. | The driveway and interlock walkway leading to the building side entrances will use contrasting materials. |
| 5.8 Limit the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible. | The proposed development will retain the accesses at 2262 Braeside Avenue and 2345 Alta Vista Drive. One new access to the St. Thomas campus is proposed to connect to Alta Vista Drive at the northwest corner of the campus, as a result of the redistribution of parking lots. |
| SERVICE ELEMENTS | |
| 7.1 Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance. | A garbage / recycling area exists within the interior of the existing Ellwood House at 2270 Braeside Avenue, at the southwest corner of the building and with access to the rear yard and parking lot, and is not be visible from Braeside Avenue. No new garbage / recycling areas are proposed for the extension. |

4.4.1 Minor Institutional Zone Provisions

The general purpose of the I1 Zone is to:

- permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
- minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.

The I1 Zone generally permits a range of institutional uses, as well as some residential building types, including a retirement home. Urban agriculture uses are also permitted, which allows for the community garden on the St. Thomas campus. The I1A Subzone requires buildings to meet certain performance and design standards depending on their location in Schedule 1 of the Zoning By-law, including minimum lot width and area, minimum setbacks, and maximum building height.

Urban Exception 1485 provides that no minimum separation distance applies between group homes. **It is noted that the proposed development does not include a group home use, and as such, Urban Exception 1485 does not apply.**

Based on the site plan prepared by Colizza Bruni Architecture, dated October 20, 2021, **Table 4-3** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the I1A[1485] Zone with respect to the lot municipally known as 2262 Braeside Avenue.

Table 4-3: Zoning Compliance for Minor Institutional, Subzone A, Urban Exception 1485

| Zoning Provision | Requirement – I1A[1485] Zone, Area B (Schedule 1) | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|-----------------------------|---|
| Minimum lot width – Sec. 170, Table 170A (a) | 15 m | N/A | Along Braeside Avenue: Yes – 41.71 m |
| Minimum lot area – Sec. 170, Table 170A (b) | 400 m ² | N/A | Yes – 1,233.19 m ² |
| Minimum front yard setback – Sec. 170, Table 170A (c) | 3 m | N/A | Yes – 7.6 m |

| Zoning Provision | Requirement – I1A[1485] Zone, Area B (Schedule 1) | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|-----------------------------|---|
| Minimum rear yard setback – Sec. 170, Table 170A (d) | 4.5 m | N/A | No – 3.6 m |
| Minimum interior side yard setback – Sec. 170, Table 162A (e) | 7.5 m | N/A | <p>Northern interior side yard: No – 6.7 m</p> <p>Southern interior side yard: No – 0 m</p> <p>Note: Due to the proposed building connection between the proposed development at 2262 Braeside and the existing Ellwood House at 2270 Braeside, the northern interior side yard setback at 2270 Braeside would also become 0 m – see Section 4.4.2.</p> |
| Minimum corner side yard setback – Sec. 170, Table 170A (f) | 4.5 m | N/A | N/A – the lot is an interior lot with no corner side yard |
| Maximum building height – Sec. 170, Table 170A (g) | 15 m | N/A | Yes – 11 m |

4.4.2 Site-specific Exception – One Lot for Zoning Purposes

Section 93 of the Zoning By-law contains provisions which permit the application of one lot for zoning purposes in certain circumstances. It provides that a group of occupancies in an AM, GM, LC, MC, MD, IG, IH, IL, IP, or RC Zone shall be considered as one lot for the purposes of applying zoning provisions and regulations provided that that they:

- (a) are designed, developed, and managed, including site access and infrastructure servicing, as a unit by a single owner, group of owners, or tenants acting in collaboration;
- (b) are made up entirely of permitted or lawfully non-conforming uses on the site, and has either:
 - (i) a common parking lot or parking garage of combination thereof; or
 - (ii) a group of parking lots or parking garages or a combination thereof which are managed as a unit by the same owner, owners or tenants of the occupancies required in

clause (a) above, and are on the same lot or lots as the occupancies required in clause (a) above.

The Minor Zoning By-law Amendment being sought for the proposed development seeks to permit the application of “one lot for zoning purposes” to the lots which comprise the St. Thomas campus, owned by St. Thomas the Apostle Anglican Church and/or the Diocese, to allow for the following:

- The vehicular and bicycle parking spaces required for the various uses to be distributed across the St. Thomas campus, and the specific vehicular parking spaces required for the proposed development at 2262 Braeside Avenue to be located within Parking Lots 2 and 3 located on the 2270 Braeside Avenue property, as illustrated on the site plan in **Figure 3-1**;
- A reduced 6.1 m parking lot aisle in Parking Lot 4 between Spaces #51 to #63;
- The landscaping requirements associated with parking lots to be accommodated across the campus;
- A reduced 0 m landscape buffer between Parking Lot 4 and the southern lot line of the St. Thomas the Apostle Anglican Church property, which represents the existing condition;
- A reduced width of 2.4 m for barrier-free parking spaces #11, 12, 13 and 14 in Parking Lot 4 in accordance with the City of Ottawa Accessibility Design Standards, whereas the City’s Traffic and Parking By-law 2017-301 requires a width of 3.66 m;
- No loading space associated with the St. Thomas the Apostle Anglican Church, as the Church does not currently have a loading space, nor is one required for their operations;
- The amenity area requirements for the proposed development to be accommodated through an expanded outdoor patio on the 2270 Braeside Avenue property, as well as through the expansion of the community gardens fronting Alta Vista Drive, which will be available for use by the Ellwood House residents; and
- A decreased northern interior side yard setback of 0 m for the existing Ellwood House building at 2270 Braeside, as a result of the proposed building connection between the proposed Ellwood House extension at 2262 Braeside and the existing Ellwood House building.

4.4.3 Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 4-4**.

Table 4-4: Provisions for Permitted Projections Above Height Limit / into Required Yards

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|-----------------------------|---|
| Permitted projections above the height limit – Sec. 64 | Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely: <ul style="list-style-type: none"> – Mechanical and service equipment penthouse, elevator or stairway penthouse | N/A | Yes – 12 m elevator shaft proposed that projects 1 m above building height of proposed Ellwood House extension. |
| Eaves, eaves-troughs and gutters, Sec. 65, Table 65(2) | 1 m, but not closer than 0.3 m to a lot line | N/A | Yes – all eaves comply |
| Canopies and awnings, Sec. 65, Table 65(4) | (a) Residential use buildings other than low-rise apartment dwellings and mid-high rise apartment dwellings: 1.8 m, but not closer than 0.6 m to a lot line | N/A | Yes – all three canopies comply |

4.4.4 Amenity Area Provisions

Section 137 of the Zoning By-law contains provisions for amenity areas, as set out in **Table 4-5**.

Table 4-5: Provisions for Amenity Areas

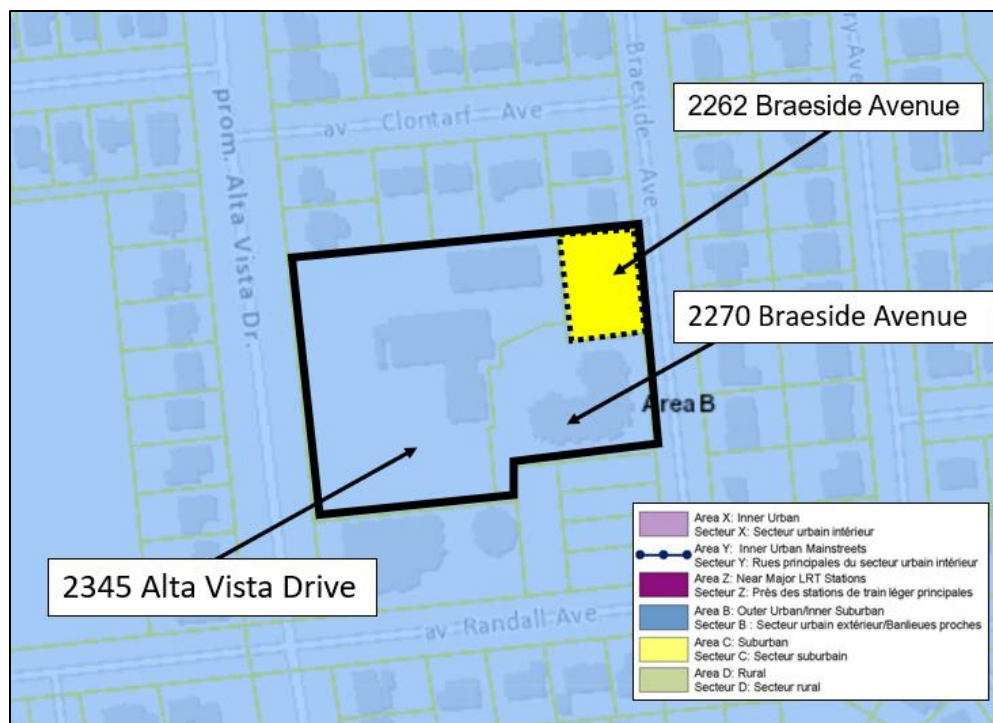
| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|-----------------------------|---|
| Amenity Area Location, Sec. 137(2) | On the same lot as the use for which it is provided | N/A | No – Amenity area for the proposed development is located on 2270 Braeside |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|---|--|
| | | | Avenue and is comprised of the expanded outdoor patio on the south side of the existing Ellwood House building, as well as the expanded community gardens on the Church property fronting Alta Vista Drive |
| Outdoor Amenity Area Location, Sec. 137(3) | Must not be located in a required front or corner side yard | N/A | Yes – the proposed expanded outdoor patio on the south side of the existing Ellwood House building at 2270 Braeside Avenue is located in the southern interior side yard, and the proposed expanded community gardens are located outside the front yard setback of the Church property along Alta Vista Drive |
| Amenity Area Required, Sec. 137, Table 137(7) | Total Amenity Area: 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit | Required: 6 m ² x 38 dwelling units = 228 m ² | Yes – 265.52 m ² , including: Existing Patio – 20.87 m ² Proposed Patio – 25.95 m ² Proposed Community Gardens – 218.7 m ² |
| | Communal Amenity Area: A minimum of 50% of the required total amenity area | 228 m ² x 0.5 = 114 m ² | Yes – 265.52 m ² |
| | Layout of Communal Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ² | N/A | Yes – Outdoor patio has an aggregated area of 46.82 m ² , and community gardens have aggregated areas of 82.8 m ² and 139.9 m ² |

4.4.5 Parking and Loading Provisions

Part 4 of the Zoning By-law contains provisions for parking, queuing and loading. For the purposes of these provisions, the site is located within Area B on Zoning By-law Schedule 1A, as illustrated in **Figure 4-4**.

Figure 4-4: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2021)



In accordance with the proposed application of “one lot for zoning purposes” for the St. Thomas campus, including the proposed development, compliance with the applicable zoning provisions in set out in **Table 4-6**.

Table 4-6: Parking and Loading Space Provisions

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|--|---|
| Minimum parking space rate for Area B – Sec. 101, Table 101 | Place of Worship / Place of Assembly: 10 spaces per 100 m ² of gross floor area of assembly area | <p>Existing Uses: St. Thomas the Apostle Church (Place of Worship / Place of Assembly): Church minus Robert’s Room + New Christian Education Wing (Ground Floor) GFA: = 1,027.8 m²</p> <p>Parking: = (1,027.8 m² / 100 m²) x 10 spaces</p> | Yes – 103 spaces provided in Parking Lots 4 and 5 |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|------------------|--|---|--|
| | | = 102.78 spaces Required: 103 spaces | |
| | Daycare: 2 spaces per 100 m ² of gross floor area | Existing Uses: Nursery School in New Christian Education Wing (Basement + Robert's Room) GFA: = 284.7 m ² Parking: = (284.7 m ² / 100 m ²) x 2 spaces = 5.69 spaces Required: 6 spaces | Yes – 6 spaces provided in Parking Lots 4 and 5 |
| | Group Home: 1 space per 100 m ² of gross floor area; minimum of 1 space | Existing Uses: Braeside House: GFA: = 342.6 m ² Parking: = 342.6 m ² / 100 m ² = 3.43 spaces Required: 3 spaces | Yes – 7 spaces provided in Parking Lot 1 + space at northeast corner of Braeside House |
| | Retirement Home: 0.25 per dwelling unit or rooming unit plus 1 per 100 m ² of gross floor area used for medical, health or personal services | Existing Uses: Ellwood House (2270 Braeside Ave.): = 0.25 spaces x 30 units = 7.5 parking spaces Required: 8 parking spaces Proposed Uses: Ellwood House Extension (2262 Braeside Ave.): = 0.25 spaces x 38 units = 9.5 parking spaces Required: 10 spaces | Yes – 18 spaces provided in Parking Lots 2 and 3 + one (1) space in Parking Lot 1 |

| Zoning Provision | | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|-------------------|--|--------------------------------|--|
| Minimum visitor parking spaces – Sec. 102, Table 102 | | None required for the existing and proposed uses | N/A | Yes – 0 spaces are provided; however, visitors may use parking reserved for St. Thomas Church |
| Dimension requirements for a motor vehicle parking space – Sec. 106(1) | (a) Width | Minimum width of 2.6 m; maximum width of 3.1 m | N/A | Yes – Regular parking spaces have a width of 2.6 m and a length of 5.2 m |
| | (b) Length | 5.2 m | N/A | |
| Minimum number accessible parking spaces – City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 111 (2) | | For a public parking area with a capacity of 100-199 spaces: 2 spaces to be reserved for persons with disabilities | N/A | Yes – 6 barrier-free parking spaces are provided |
| Parking space requirements for persons with disabilities – City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 112 | | (a) width: 3.66 m each (b) length: same length as the other parking spaces in the same parking facility (c) hard surfaced (d) level (e) placed so as to be accessible to persons with disabilities whether via ramps, depressed curbs, or other appropriate means, and so placed as to permit easy access by such persons to or from a motor vehicle parked therein; and (f) identified by authorized signs as prescribed in subsection 114(1). | N/A | No – Barrier-free parking spaces #11, 12, 13 and 14 in Parking Lot 4 have been designed in accordance with the City of Ottawa Accessibility Design Standards for Type B spaces (2.4 m width x 5.2 m length, plus a 1.5 m access aisle which may be shared between spaces) |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|--|--|--|
| Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a) (ii) | 6 m for a double traffic lane | N/A | Yes – 6.7 m and 6.9 m (Alta Vista Ave.); 6.0 m (Braeside Ave.) |
| Private Approach – By-law No. 2003-447, Sec. 11(1) | A private approach shall have a minimum width of 2.4 metres and a maximum width of 9.0 metres, and in no case shall the width exceed 50% of the frontage on which the approach or approaches are located. | N/A | Yes – New private approach on the north side of 2262 Braeside Ave. has a width of 6.0 m (14% of frontage) |
| Minimum aisle width – Sec. 107, Table 107 | 6.7 m for angle of parking that is 90 degrees | N/A | No – 6.1 m for one aisle in Parking Lot 4 between Spaces #51 to #63 |
| Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110 | Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of: | 15% of parking lot area: = 0.15 x (7,029 m ²) =1,054.35 m ² landscaped area required | Yes – 2,580 m ² |
| | (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer; (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement. | N/A | No – 0 m landscape buffer between Parking Lot 4 and southern lot line of St. Thomas the Apostle Anglican Church property, which is an existing condition. |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|---|---|
| | <p>Parking Lot 1, Parking Lot 2, Parking Lot 3: Requirement for landscaped buffer for parking lot containing 10 or fewer spaces:</p> <ul style="list-style-type: none"> - Abutting a street: 3 m - Not abutting a street: None <p>Parking Lot 4, Parking Lot 5: Requirement for a parking lot containing more than 10 but fewer than 100 spaces:</p> <ul style="list-style-type: none"> - Abutting a street: 3 m - Not abutting a street: 1.5 m | | |
| Outdoor loading and refuse collection areas within a parking lot – Sec. 110(3) | <p>Requirements:</p> <ul style="list-style-type: none"> - 9 m from a lot line abutting a public street - 3 m from any other lot line - Screened from view by an opaque screen with a min. height of 2 m | N/A | N/A – no outdoor loading or refuse collection |
| Minimum number of bicycle parking spaces– Sec. 111(2), Table 111A | <p>(a) Retirement home; rooming unit other than within a post secondary educational facility: 0.25 per dwelling unit</p> <p>(e) Daycare: 1 per 250 m² of gross floor area</p> | <p>Existing Uses Nursery School (Daycare): GFA: 284.7 m² = 284.7 m² / 250 m² = 1.14 bicycle parking spaces Required: 1 bicycle parking space</p> | Yes – 21 exterior spaces provided |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|--|---|--|
| | | <p>Braeside House (Group Home): = 0.25 spaces x 8 dwelling units = 2 bicycle parking spaces Required: 2 bicycle parking spaces</p> <p>Ellwood House (Retirement Home): = 0.25 spaces x 30 dwelling units = 7.5 bicycle parking spaces Required: 8 bicycle parking spaces</p> <p><u>Proposed Uses</u> Ellwood House Extension (Retirement Home): = 0.25 spaces x 38 dwelling units = 9.5 bicycle parking spaces Required: 10 bicycle parking spaces</p> | |
| Bicycle parking space location – Sec. 111 (3) | Must be located on the same lot as the use or building for which it is provided | N/A | No – “one lot for zoning purposes” is requested to permit distribution of bicycle parking spaces across St. Thomas campus |
| Bicycle parking space location – Sec. 111 (4) | Must be located in order to provide convenient access to main entrances or well-used areas | N/A | Yes – all proposed bicycle parking spaces are in easily accessible areas, in proximity to main entrances |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|--|---|
| Bicycle parking spaces location in landscaped area – Sec. 111 (7) | Max. of 50% or 15 spaces, whichever is greater | 11 / 2 = 5.5 spaces Requirement: Max. 6 spaces | Yes – 5 bicycle parking spaces are located in a soft landscaped area (NE corner of 2270 Braeside Avenue) |
| Minimum bicycle parking space dimensions – Sec. 111 (8), Table 111B | (a) Horizontal: Width: 0.6 m Length: 1.8 m | N/A | Yes – bicycle parking spaces will be 0.6 m x 1.8 m as shown on site plan |
| Minimum bicycle parking aisle width - Sec. 111 (9) | A bicycle parking space must have access from aisle having a min. width of 1.5 m | N/A | Yes – 1.5 m as shown on site plan |
| Minimum number of vehicle loading spaces required – Sec. 113, Table 113A | (a) Place of worship: (IV) 1000-1999 m ² : 1 loading space required | St. Thomas the Apostle Church GFA: 1,027.8 m ² = 1 loading space required | No – no loading space currently exists for St. Thomas the Apostle Anglican Church and none is proposed |
| Minimum width of driveway accessing loading space – Sec. 113, Table 113B(a) | (i) – Single traffic lane – 3.5 m (ii) Double traffic lane – 6 m | N/A | N/A |
| Minimum width of aisle accessing loading space, by angle of loading Space – Sec. 113, Table 113B(b) | For a standard space: (i) 45 degrees or less – 5 m (ii) Between 45 and 60 degrees – 6.3 m (iii) 60 to 90 degrees – 9 m | N/A | N/A |
| Minimum width of loading space - Sec. 113, Table 113B(c) | For a standard space: 3.5 m | N/A | N/A |
| Minimum length in metres of loading space - Sec. 113, Table 113B(d) | For a standard space: (i) Parallel – 9 m (ii) Other cases – 7 m | N/A | N/A |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|--|--------------------------------|---------------------------|
| Minimum vertical clearance for loading space - Sec. 113, Table 113B(e) | 4.2 m | N/A | N/A |
| Permitted location of loading space - Sec. 113, Table 113B(f) | Permitted in all locations other than in a required front yard or required corner side yard, or in a required yard abutting a residential zone | N/A | N/A |

4.4.6 Summary of Zoning Amendments Required

The proposed development complies with the general intent of the Zoning By-law, and the proposed low-rise retirement home is a permitted use. Accordingly, the proposed development meets all the zoning provisions established, except for those outlined as follows:

For the St. Thomas campus:

1. Include a site-specific exception to permit the application of “one lot for zoning purposes”, per Section 93(1) of the Zoning By-law, to allow for:
 - a) The vehicular and bicycle parking spaces required for the various uses to be distributed across the St. Thomas campus, and the specific vehicular parking spaces required for the proposed development at 2262 Braeside Avenue to be located within Parking Lots 2 and 3 located on the 2270 Braeside Avenue property;
 - b) A reduced 6.1 m parking lot aisle in Parking Lot 4 between Spaces #51 to #63;
 - c) The landscaping requirements associated with parking lots to be accommodated across the campus;
 - d) A reduced 0 m landscape buffer between Parking Lot 4 and the southern lot line of the St. Thomas the Apostle Anglican Church property, which represents the existing condition;
 - e) A reduced width of 2.4 m for barrier-free parking spaces #11, 12, 13 and 14 in Parking Lot 4 in accordance with the City of Ottawa Accessibility Design Standards, whereas the City’s Traffic and Parking By-law 2017-301 requires a width of 3.66 m;
 - f) No loading space associated with the St. Thomas the Apostle Anglican Church, as the Church does not currently have a loading space, nor is one required for their operations;

- g) The amenity area requirements for the proposed development to be accommodated through an expanded outdoor patio on the 2270 Braeside Avenue property, as well as through the expansion of the community gardens fronting Alta Vista Drive, which will be available for use by the Ellwood House residents; and
- h) A decreased northern interior side yard setback of 0 m for the existing Ellwood House building at 2270 Braeside, as a result of the proposed building connection between the proposed Ellwood House extension at 2262 Braeside and the existing Ellwood House building.

For the proposed development at 2262 Braeside Avenue:

- 2. A reduced northern interior side yard setback of 6.743 m, whereas the Minor Institutional, Subzone A provisions of the Zoning By-law require a minimum interior side yard setback of 7.5 m;
- 3. A reduced southern interior side yard setback of 0 m, whereas the Minor Institutional, Subzone A provisions of the Zoning By-law require a minimum interior side yard setback of 7.5 m; and
- 4. A reduced rear yard setback of 3.573 m, whereas the Minor Institutional, Subzone A provisions of the Zoning By-law require a minimum rear yard setback of 4.5 m.

5 Summary of Opinion

It is the professional opinion of WSP that the proposed three-and-a-half storey retirement home at 2262 Braeside Avenue represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed development conforms to the strategic directions and policies of the Official Plan by supporting redevelopment and intensification in the urban area.
- The proposed development meets several policies under the urban design objectives in Section 2.5.1, and the compatibility criteria in Section 4.11 of the OP.
- The proposed development has taken into consideration the applicable Urban Design Guidelines for Low-rise Infill Housing and incorporated these design elements wherever possible and applicable.
- The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Minor Zoning By-law Amendment and Site Plan Control approval being sought to support the proposed development at 2262 Braeside Avenue represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114, or Anita.Sott@wsp.com or 613-690-1121, if you have any questions or require additional information.

Yours truly,

WSP



Nadia De Santi, MCIP, RPP
Practice Lead

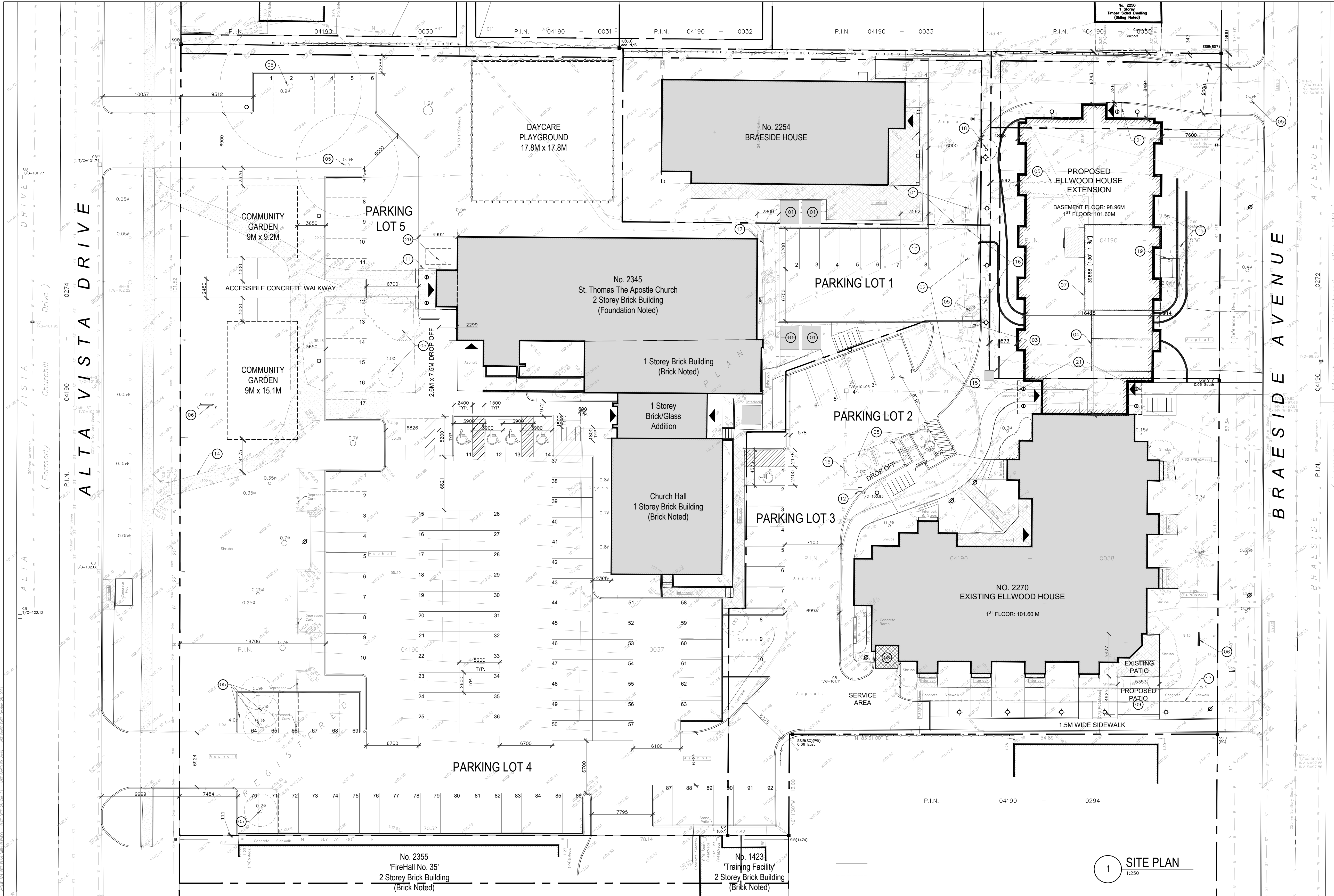


Anita Sott, MCIP, RPP
Senior Planner

APPENDIX

A

SITE PLAN AND ELEVATIONS



DRAWING LEGEND:

- EXISTING CONSTRUCTION
- TREES TO BE REMOVED
- EXISTING FENCE
- NEW 1.8M HIGH FENCE
- RETAINING WALL
- BIKE RACKS

DRAWING NOTES:

- EXISTING SHEDS TO BE RELOCATED
- RELOCATE LIGHT POLES
- RELOCATE HYDRO TRANSFORMER
- EXISTING RECTORY TO BE DEMOLISHED
- REMOVE EXISTING TREES
- EXISTING SIGNS
- EXISTING HOME TO BE DEMOLISHED
- POSSIBLE GARBAGE ROOM EXTENSION
- PATIO EXTENSION
- VAN PARKING
- REMOVE PART OF EXISTING CANOPY
- EXISTING CATCH BASIN
- EXISTING CONCRETE SIDEWALK TO BE REMOVED
- EXISTING WALKWAY TO BE REMOVED
- EXISTING PLANTER TO BE REMOVED
- EXISTING CHAIN LINK FENCE TO BE REMOVED
- EXISTING CONCRETE RETAINING WALL TO BE REMOVED
- EXISTING FIRE HYDRANT
- EXISTING CONCRETE PORCH AND STEPS TO BE REMOVED
- LOCATION OF MEMORIAL
- LINE OF NEW CANOPY ABOVE

SITE LIGHTING NOTES:

1. ONLY FIXTURES THAT MEET THE CRITERIA FOR FULL CUT-OFF (SHARP CUT-OFF) CLASSIFICATION, AS RECOGNIZED BY THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA OR IES), AND;

2. IT MUST RESULT IN MINIMAL LIGHT SPILLAGE ONTO ADJACENT PROPERTIES. AS A GUIDELINE, 0.5 FC IS NORMALLY THE MAXIMUM ALLOWABLE SPILLAGE.

LIGHTING LEGEND:

- EXISTING LIGHTING
- LIGHTING STANDARD
- WALL MOUNTED LIGHTING
- SOFFIT LIGHTING
- PEDESTAL LIGHTING

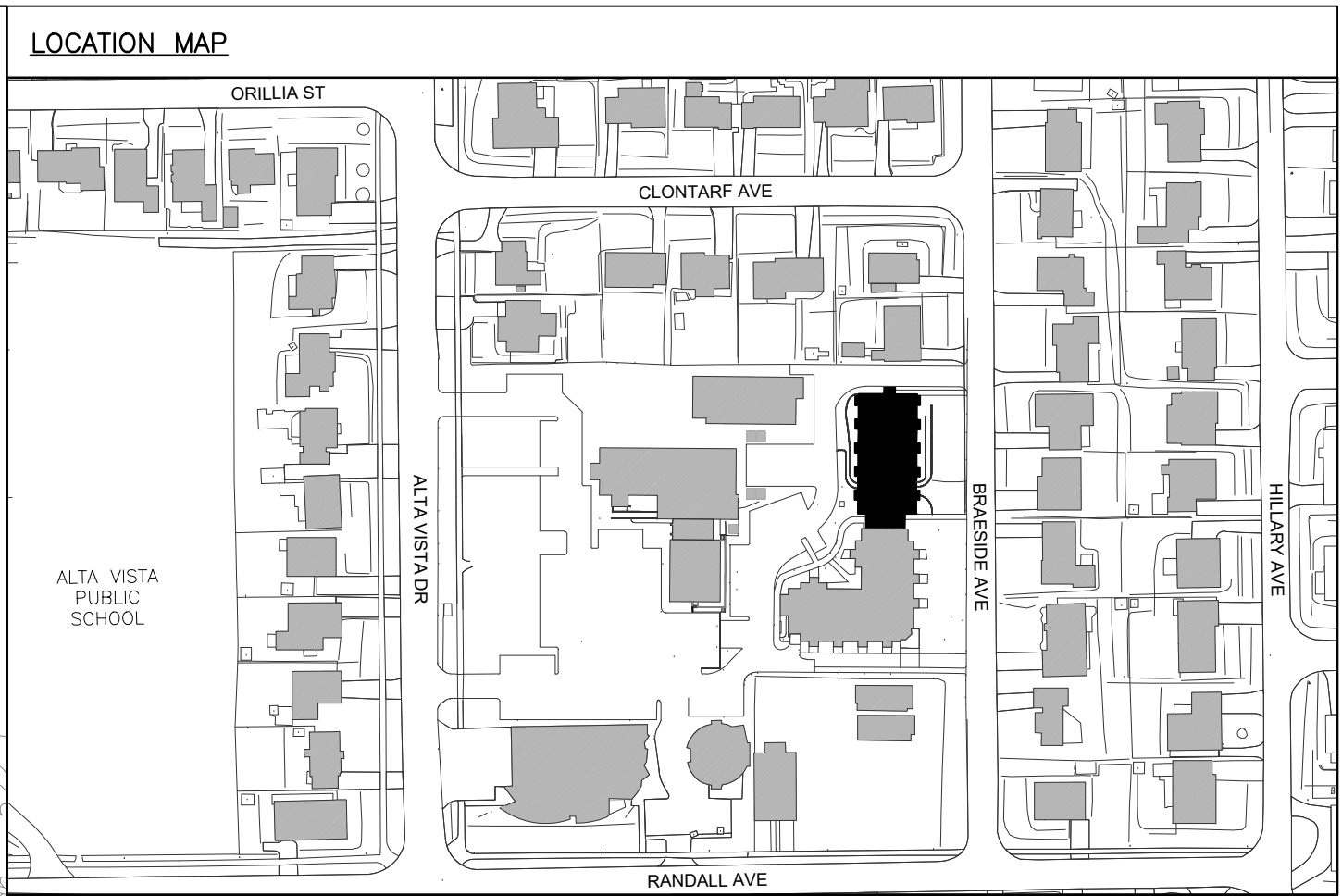
PARKING LOT LANDSCAPE:

AREA OF PARKING LOT 1+2+3: 1,909 M²
LANDSCAPED AREA: 651 M² (34.10%)

AREA OF PARKING LOT 4+5: 5,120 M²
LANDSCAPED AREA: 1,929 M² (37.68%)

DESIGNATION:

- PARKING LOT
- LANDSCAPED AREA



DEVELOPMENT INFORMATION:

ZONING:
11A (1485)

UNITS:

| | |
|-------|--|
| 28x | TYPE A |
| | 1 BDRM UNIT |
| (NET) | 47.26 M ² / 508.7 FT ² |

6x TYPE B
1 BDRM BARRIER FREE
(NET) 47.28 M² / 508.9 FT²

4x TYPE C
1 BDRM
(NET) 44.6 M² / 479.9 FT²

38 IN TOTAL

BUILDING FOOTPRINT AREA:
630.5 M² / 6,787 FT²

BUILDING GROSS AREA:
(INCLUDING BASEMENT)
2,459 M² / 26,476 FT² (NET)

COMMON AREAS (GFA)
479 M² / 5,156 FT² (NET)

EFFICIENCY:
80%

PARKING INFORMATION:

NUMBER OF PARKING SPACES AT 2.6M x 5.2M:
REQUIRED: 130
PROVIDED: 134 (6 BARRIER FREE)

LINE DENOTES:

- EXISTING PARKING SPACES: 104
- PROPOSED PARKING SPACES: 30

NUMBER OF BICYCLE PARKING AT 0.6M x 1.8M:
REQUIRED: 21
PROVIDED: 21

OUTDOOR AMENITY AREAS:

REQUIRED MIN. TOTAL AMENITY: 228 M²
PROPOSED AMENITY AREAS:
COMMUNITY GARDENS: 218.7 M²
EXISTING PATIO: 20.87 M²
PROPOSED PATIO: 25.95 M²
IN TOTAL: 265.52 M²

PERCENTAGE OF TOTAL SITE OCCUPIED BY VEGETATION AND LANDSCAPING:
41%

GENERAL NOTES

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY ERRORS AND OMISSIONS TO THE ARCHITECT. ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS. DO NOT SCALE DRAWING. THESE DRAWINGS MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF COLIZZA BRUNI ARCHITECTURE INCORPORATED. COPYRIGHT RESERVED.

| 02 | OCT 13/21 | REVISED FOR SPA |
|-----|-----------|----------------------------|
| 01 | SEP 21/21 | APPROVED CONCEPT SITE PLAN |
| NO. | DATE | DESCRIPTION |

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PROJECT NAME
ELLWOOD HOUSE
EXTENSION

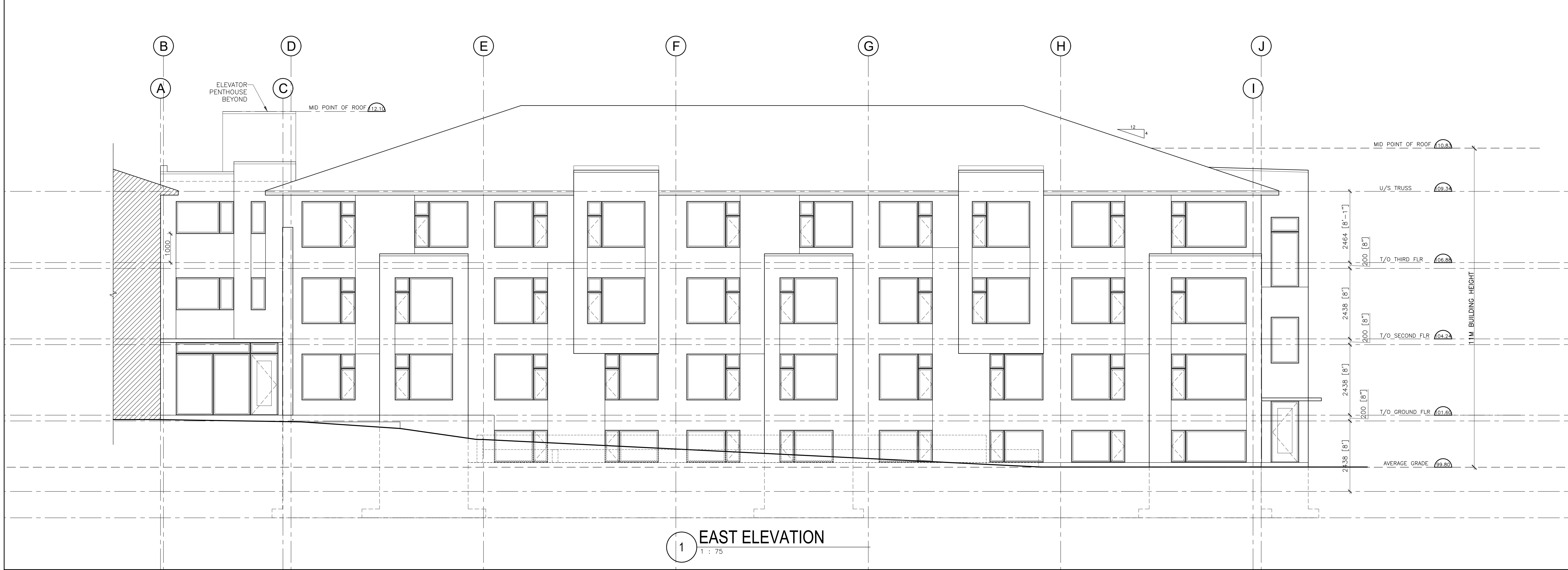
OTTAWA, ON

DRAWING TITLE
SITE PLAN

DRAWING NO.
SP1

SCALE
AS NOTED

DRAWN BY
DATE
10/25/21
PROJECT NO.
001-16



DRAWING LEGEND:
EXISTING



GENERAL NOTES
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PROJECT NAME
**ELLWOOD HOUSE
EXTENSION**

OTTAWA, ON

DRAWING TITLE
ELEVATIONS

SCALE
AS NOTED
DRAWN BY

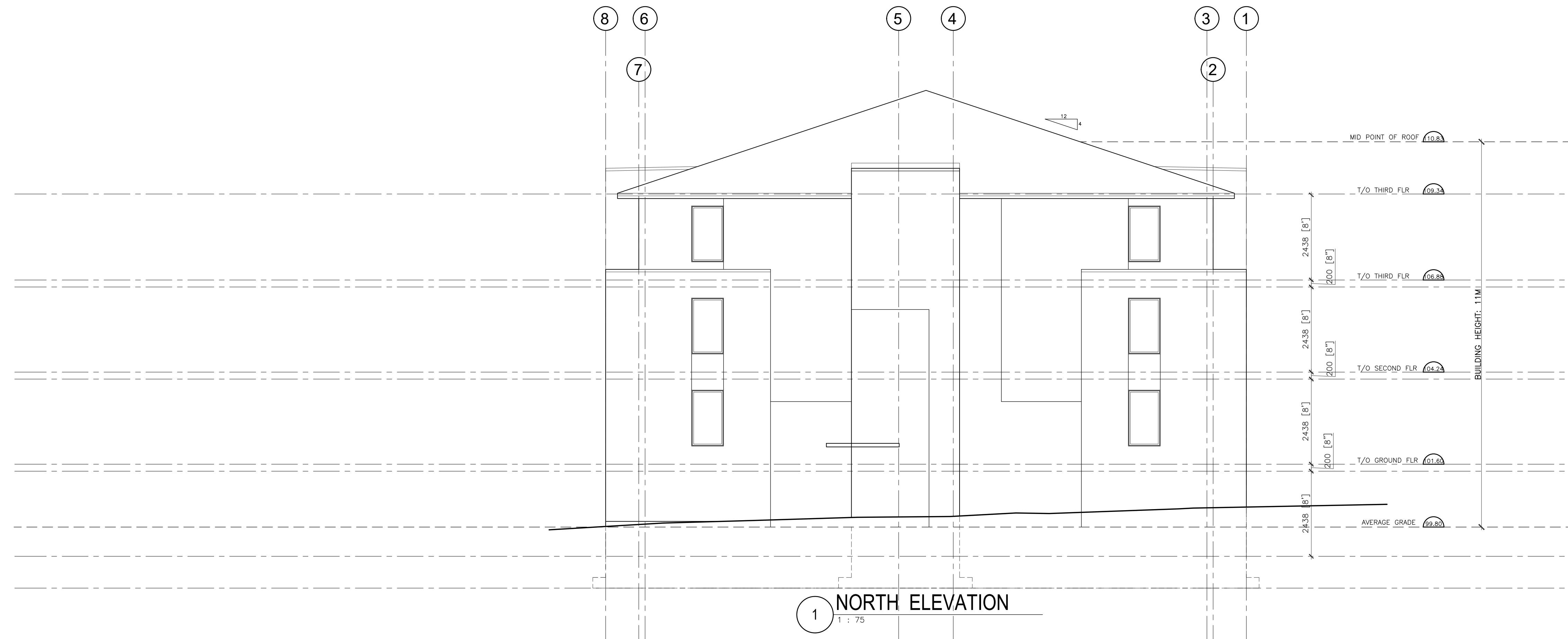
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| | | |

PROJECT NAME
**ELLWOOD HOUSE
EXTENSION**

OTTAWA, ON

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ELEVATIONS

SCALE
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DATE
10/25/21

PROJECT NO.
001-16

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A7